

# **PUBLIC HEARING STAFF REPORT**

## **STAFF ANALYSIS OF THE PUBLIC HEARING AND STAFF RECOMMENDATIONS**

**PROPOSED CHANGES TO WMATA FACILITIES AT  
KING ST-OLD TOWN METRO STATION  
ALEXANDRIA, VIRGINIA**

Hearing No. 609  
Docket No. R16-02  
October 5, 2016

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
(WMATA)**

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
PUBLIC HEARING STAFF REPORT  
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS  
PROPOSED CHANGES TO WMATA FACILITIES AT  
KING ST-OLD TOWN METRO STATION  
ALEXANDRIA, VIRGINIA

HEARING NO. 609  
DOCKET NO. R16-02

This report presents a review of the public hearing held on October 5, 2016, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning proposed changes to WMATA facilities at King St-Old Town Metrorail Station.

This report contains the following sections:

- I. Background
- II. Summary of the Public Hearing
- III. Summary of the Staff Presentation
- IV. Supplemental Correspondence Submitted for the Record
- V. Compact Article VI Section 15 - Other Agency Review and Comments
- VI. Responses to Comments Received for the Record
- VII. Comments Overview and Staff Recommendations

Appendix A - WMATA Metrorail Public Hearing Notice

- Attachment 1 -- Public Hearing Notice in Washington Post
- Attachment 2 -- Public Hearing Notice in El Tiempo Latino
- Attachment 3 -- Public Hearing Notice to Public Agencies

Appendix B - Comments

- Attachment 1 -- Public Hearing Transcript
- Attachment 2 -- Correspondence

## **I. BACKGROUND**

At the request of the City of Alexandria, WMATA is considering reconfiguration of the parking area/Kiss-and-Ride area at the King St-Old Town Metrorail station.

In order to create better connections for all modes of transit and accommodate additional ridership demand, WMATA and the City of Alexandria have developed a reconfiguration of the King St-Old Town bus bay area next to the King St-Old Town Metrorail station. This reconfiguration includes an increase in the number of bus bays from 6 to 10, and creates a separate area for private shuttles, Kiss & Ride, and taxi stands. The project would provide critical infrastructure upgrades that would reduce vehicle and pedestrian conflicts.

Thirty short-term metered parking spots currently located in the Kiss & Ride lot would be permanently eliminated in order to implement the proposed reconfiguration plan. Additionally, the use of the Kiss & Ride lot for drop-off would be closed during the 2-year period of construction, and would re-open upon completion of the project.

The project is expected to be funded from several sources, including City of Alexandria funds and Federal funds.

Details of the proposal are shown in the General Plans; this document was available online at:

[http://www.wmata.com/community\\_outreach/R16-02\\_landing/R16-02\\_landing.cfm?](http://www.wmata.com/community_outreach/R16-02_landing/R16-02_landing.cfm?)

Also, these documents were available for inspection during normal business hours at the following locations, commencing September 3, 2016.

**Washington Metropolitan Area Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202.962.2511

**Kate Waller Barrett Branch Library**

717 Queen Street  
Alexandria, VA 22314  
703-746-1703

## **II. SUMMARY OF THE PUBLIC HEARING**

The Public Hearing was held on Wednesday, October 5, 2016, in the Durant Arts Center, 1605 Cameron Street, Alexandria, Virginia. The hearing was chaired by WMATA Board of Directors Member Paul Smedberg, and was convened at 6:30 P.M. Approximately 15 people attended the meeting.

Following an opening statement by Mr. Smedberg, WMATA staff described the proposed facility. The staff presentation is summarized in Section III of this report.

The background and supporting documentation included the following:

- Copies of the Public Hearing notice,
- General Plans, and
- A brochure describing the project.

The following individuals testified at the hearing:

- Mr. Vernon Grandgeorge
- Ms. Bea Porter
- Mr. Jim Melton

The public hearing closed at 6:56 P.M.

## **III. SUMMARY OF THE STAFF PRESENTATION**

Mr. Smedberg opened the hearing, and explained that the hearing had been advertised in the Washington Post and El Tiempo Latino. He explained the purpose of the public hearing was to receive comments, suggestions and alternatives on the proposed reconfiguration of the parking area at the King St-Old Town Metrorail station. Mr. Smedberg then explained the hearing procedures, and explained that changes to the options presented may be proposed in response to testimony received and subsequent staff analysis.

Mr. John Thomas, WMATA Acting Chief Engineer, delivered the staff presentation. Mr. Thomas explained that the project will increase the number of bus bays at the station from six to ten, and would eliminate the metered parking.

All construction would take place at the King St-Old Town Metrorail station, which is WMATA-owned property. Mr. Thomas explained that the project would take 24 months to complete.

### **PROPERTY REQUIREMENTS**

No private property would be required for this project.

#### **IV. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD**

The Public Hearing record remained open until October 17, 2016. Correspondence was received from the following individuals:

- CAPT Stephen Milone
- Ms. Beatrice A. Porter-Gruel
- Ms. Barbara Hermanson
- Ms. Linda Jensen
- Mr. Townsend A. Van Fleet
- Mr. Tom McGiven
- Mr. Vernon Grandgeorge
- Mr. Jeff Dausch
- Mr. Tim Lloyd
- Ms. Stacey MacFarlane
- Ms. Laura Emerick Kripel
- Mr. Ross B. Simons
- Ms. Tamra Dicus

#### **V. COMPACT ARTICLE VI, SECTION 15 - OTHER AGENCY REVIEW AND COMMENTS**

Copies of the Public Hearing notice were sent to federal, state, regional and local agencies. No correspondence was received for the Public Hearing record.

## VI. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

### A. Issue: Loss of Parking

- V. Grandgeorge *[The concern is the other side of Diagonal Road losing that parking. The parking is filled every day, seven days a week, along with the Metro spots inside, which I realize are gone. But I'm concerned about the spaces on Diagonal Road. Businesses need a variety of avenues to get to them. Public transportation is of course great, but some people come by car. And I am worried that losing those spaces is going to impact all our businesses in that area.]*

*It's surprising to me how many people we just started talking to customers about this and informed our server staff about it and how many people are unaware that this is in place. And I know that you have done, gone through the normal procedures, but they're kind of horrified. And I think that people down King Street and in the adjacent residential neighborhoods don't really realize that, oh, it's the Metro lot's going to be improved, that's great. But when traffic and cars start parking in their neighborhoods, you're going to hear it then and that's going to be too late because the project has already started.*

*The former director of transportation, I believe, Richard Bare, and Rishard Young met with me and told me that, a couple of things. One, that they were going to find some alternative parking for those businesses somewhere in the neighborhood. They put staff on there. To my knowledge, that hasn't happened. Additionally they told me that there was no reason they couldn't move the Zipcars to the inside. And based on this plan, that has not happened.*

*They also said that they would do a study of the utilization of the spots six months after the project is completed. Of course that hasn't taken place yet, but I hope that at least that will be done if the taxi stands are not being utilized for some reason, putting back a few token parking spaces would make us very happy.*

*I've been in, talking to businesses in my building and they say, oh my gosh, somebody wants to drop off a document to me, they're going to have to now park in the garage? They're going to have to get a ticket and come up in the elevator. I think it's going to impact people severely. That's my worry.*

*I was about to open another location in that car, car property and I have put it on hold 'cause I don't know what this will involve. Is that my timer? So anyway, just, I'm worried about Diagonal Road. I just wanted to tell you I think that Metro has lots of things on their plate right now. I'm, they're going to be handling a lot more in terms of complaints I think.]*

- B. Porter *[You're taking away a lot of parking. You just said you're going to take out 30 spaces. Well, even if that's even temporary parking, where are these people going to go to? Front of my house. I don't want them there. I can't control that. Point is, you're not making accommodations for these people that are going to be two years affected for these two projects. And at least the one project 'cause I know that the developer has yet to go before city council about the hotel they want to develop at the corner of Harvard and King.]*
- B. Porter *[Our streets are already over populated with parked vehicles, most of them don't live in the City. Most of them do not realize there is timed parking so they come and park all day long for free. Do you really think all these vehicles are going to circle around to look for parking lots? If you have not noticed, if there is residential parking without meters, that is where they will park first even if the whole other side of the street is empty but with meters? You probably have not even noticed how many cars pull up at the stop sign or light at the end of Cameron Street to drop off people planning to use the metro. Have you polled the people that use the King Street Metro on a daily basis as to where they are coming from or going to?]*
- B. Hermanson *[I am sorry to see the proposal to eliminate parking at the King St station. I would prefer that some parking be available for rail riders, especially in the evening. I live a few miles west of the station, and when I have meetings that will not end until late evening, I prefer not to take the bus from the King St station, because it's a 5-block walk in the dark from the bus stop to my home.]*
- Having to drive South to Van Dorn or Huntington to park when I'm heading North to downtown DC adds a lot of time to my commute, and those stations are so deserted at night that they don't feel safe.*
- I don't expect my feedback to change your plans, but I do want you to know that the lack of parking at King St creates both an inconvenience and security issues for riders.]*

- T. Van Fleet *[I am writing to address the redevelopment that is proposed to do away with King Street Metro parking lot. The proposal is to do away with the 44 parking spaces within the oval parking lot and the 22 spaces on the west side of Diagonal Road, a development that is not in the best interests of we Alexandria citizens.*
- Every day I look down on that parking lot from my office on the 6<sup>th</sup> floor of 1800 Diagonal Road. Rarely do I see any problem with the current bus cuing operation that takes place in the lot throughout the day. The current operation is not broke and doesn't need fixing. The parking spaces in that lot and on the west side of Diagonal Road are key to those who take the metro, to those who meet passengers arriving on metro, to visitors to the many offices in 1800 Diagonal Road and lastly to the numerous patrons who eat at Theismanns Restaurant. This city cannot continue to give up parking spaces without providing replacements. The suggestion of the Planning Commission for everyone to use the parking lot inside 1800 Diagonal Road ups the parking rate fee significantly thus presenting an affordability problem for some residents.*
- The 22 parking spaces on the west side of Diagonal Road are programmed to be occupied by the cabs currently in the main parking lot. If you are an outside diner at Theismanns Restaurant you will be faced with trying to eat your meal while simultaneously ingesting toxic fumes from the cabs idling across the street. Yes, idling is against the law, however it is never enforced. This scenario presents a very unhealthy environment at best; one that needs to be addressed by Alexandria's Health Department.*
- I would like to recommend that the King Street Metro parking facilities remain as currently configured.]*
- S. MacFarlane *[Please do not get rid of 30 short term parking spaces at the King Street metro. If anything, you need to add a small parking deck with a credit card parking kiosk. I suffer from arthritis, do not qualify for a handicapped parking hang-tag, and routinely need to park at King Street to take the metro into DC for doctors appointments on the Blue line. The parking lot is always almost full. There is no other nearby available parking for people who simply cannot walk blocks and blocks.]*
- R. Simons *[I strongly suggest you rethink eliminating parking at King Street. You have already made it difficult for riders with cutbacks to the Blue Line and are now forcing those of us who access Metro to drive further to park. Between poor service and this measure, you will lose even more riders. Can Metro not come up with a more sensible plan to improve circulation without eliminating parking? I want to support Metro but this is a proposal to make it more difficult.]*
- T. Dicus *[I would like to keep parking. Please do not eliminate short term parking as it serves the adjacent offices.]*

## Summary

Seven commenters opposed the elimination of short-term parking. Reasons cited included the lack of other parking facilities in the area, convenience for patrons, passenger needs, and customer demand.

## Response

Staff believes that to accomplish the project goal of increasing the number of bus bays and providing additional public amenities (dedicated kiss-and-ride area, dedicated taxi stand, and private charter bus bays), short-term parking must be eliminated. To improve performance of transit bus services, these dedicated amenities will be separated from bus transit service areas.

## B. Issue: Multiple Construction Projects

- B. Porter *[So the project is really going to impact me quite a bit. My main concern is that, as you just showed, not only are you going to take the buses and everybody out of the King Street Metro area, but you're going to have your shuttles and your taxis running along Diagonal Street, which means even more parking is going to be impacted. There's a project which you may or may not be aware of yet because I said something to City Council, with Harvard and King Street for a new hotel. It also will be a two year project. It'll be*



*running during the same time as your project, which means we'll have traffic impacted. Not only at the King Street Metro, along King Street.*

*Already on Cameron Street during the day the parking is filled. And I've got a lot of issues with a lot of those people that don't want to use the meters because they're parking in front of my house. They don't want to move. They get angry. I'm angry. I'm sick of this.*

*You all are overlapping projects. This is, this is nuts. Nobody even took into consideration that there may be a two year project also at the corner of Harvard and King Street? This is going to impact a lot of people. It's going to impact all your businesses comes in from the Metro direction of King Street into the city. It's going to be very difficult. You're going to have to run several detours because they're not going to be able to come down King Street, at least not until they get past Harbor or even Peyton or west streets. It's affecting all your residents in this area. As this gentleman just said, it's going to affect his businesses. Already we're effected by the businesses as there's not accommodation for all the parking that needs to happen.*

*. . .*

*But it's going to make a big impact and will affect all your businesses, and I know it's going to upset a lot of residents. So I just wanted to bring that to your attention, that you will have two projects going on same time, at the same on King Street. You want revenue in this city? Don't block the parking. Don't take from residents. Keep something available because, you know, these parkers out here, these vehicles, they don't go around looking for parking lots to park in. And I don't know if there are main parking lots down here by King Street 'cause I don't try to go on the other side of King Street. So I'm not really sure what's available.*

*But these people, they're going to whatever's open and immediately available and they don't want to pay for it. So please, take that into consideration.]*

J. Melton

*[We have a project that has been submitted to planning and zoning to build a 104 room hotel, seven stories tall, at Harvard and King Street. We have petitions signed to oppose this, but now we have been informed that there's going to be major construction going on at the Metro.*

*I would like to know when you propose to begin this project so that we can then find out what the hotel is going to do. We're assuming that it's going to take place around the same time and we think that it's going to be a big, big disaster. I think I made my point. But I want to know when the Metro project will begin.*

*Our hotel proposal, as Mr. Smith already knows, has already been submitted to the planning and zoning and they haven't responded. We're waiting on an issue (inaudible) come through, but when the date is to be for the hotel. We have been told it's going to be a two year project. And we think it's going to be about the same time that the Metro project is going to go.*

*And that is going to be, that's going to cause untold, untold problems for the upper King Street area.]*

B. Porter

*[ . . there is also expected to be a hotel development project also going on for a two year period beginning in the spring of 2017 at the corner of King & Harvard Streets. To have two major projects going on at the same time at the same end of King Street is really going to cause havoc for the people that live in this vicinity and for the people that work here.]*

B. Porter

*[Not sure if anyone has thought about this, but for a two year project this will certainly disrupt a lot of residents at this end of Olde Towne, not to mention people that come to our City to work or visit. Where do you plan to put all the vehicular traffic? On the residential streets? Did you even realize there will soon be construction at the corner of Harvard and King Streets with a newly proposed hotel? This also is planned to be a two year project, two years at the same time of construction. Did anyone consider our residents along Harvard, Cameron, and King? Not to mention the streets below King.*

*. . . There are a number of people that commute to the King Street Metro so they can take the shuttle to the Mark Center to work. Will the shuttle change to the Braddock Station? Will there be more shuttles during this two year period?]*

## Summary

Three commenters expressed concern about the impacts caused by the construction of this project in combination with another major construction project in the same area at the same time.

## Response

WMATA staff understand that the hotel project has not been approved under the City of Alexandria's planning and approval process. In contrast, this parking area reconfiguration project has been approved under the City's process; the WMATA planning process will conclude with the completion of this comment process. Consequently, staff believes that construction of the King Street reconfiguration project will occur before the hotel project construction. We have shared these concerns with City staff.

### C. Issue: Pedestrian-Oriented Improvements

- S. Milone *[Please ensure that all vehicles drive entrances are constructed with a continuous level, uninterrupted sidewalk that includes even the same paving pattern, with a four foot or so wide apron, in order to accommodate pedestrians and offer them more protection than is provided by a typical suburban depressed entrance that is constructed more like a street. Add crosswalks across Diagonal on the south side of King. I spoke with John Thomas before the public hearing, and am assured that the engineered drawings include these items, but want to emphasize the importance of these details in the reconstruction.]*
- L. Jensen *[I walk from the King Street Station towards the Duke Street underpass every work day and the sidewalk heading up the hill is not wide enough for the number of pedestrians using the sidewalk. In addition, there are individuals in electric powered wheelchairs and scooters who use the sidewalk and others have to step off the sidewalk to make way for these individuals. Sometimes you have to step into the street where the buses park. If there is any way possible, please include widening the sidewalk to accommodate more people in the renovation plan.]*

## Summary

Two commenters requested assurances that the improvements to the site would be pedestrian-friendly.

## Response

Comments noted. The proposed design will improve safety and pedestrian access to and from the Metrorail station and within the bus loop area, by installing wider sidewalks, installing traffic control signals in the bus drop-off area, and constructing more and safer crosswalks.

### D. Issue: Construction Worker Parking

- B. Porter *[... where do you plan to have your construction workers park? I sure hope not in front of my house because with 30+ parking spaces being removed from the metro station there will be 30+ more cars that want to park in front of my house.]*
- B. Porter *[I attended the public hearing at the Durant Center the other evening and nobody even mentioned where the construction workers will be parking during this 2 year period. When the Jefferson Houston School*

*was built, we were told they would park at GW Middle School. A lot of them did not they parked on the residential streets blocking parking from residents. What is the plan for your construction workers?]*

### **Summary**

One commenter expressed concern about construction worker parking and impacts.

### **Response**

Construction workers are subject to the same regulations as other workers and visitors in the City of Alexandria.

### **E. Issue: Traffic Congestion**

T. McGivern *[There is too little space and the likelihood of severe congestion with the proposed configuration of the taxi, carshare, and Kiss & Ride lanes. The proposed spaces and traffic patterns guarantee backed up cars, honking horns, and unhappy riders that will contribute to continued declines in Metro ridership. Recommend that you re-engineer that part of the plan and put the bus spaces in a smaller footprint if needed. The pressures this plan will put on Diagonal Road likely will result in additional back-up of traffic on east-bound King Street.]*

### **Summary**

One commenter stated that traffic congestion in the area would increase as a result of the project.

### **Response:**

Bus bays are designed to function as efficiently as possible. Any change in traffic patterns associated with the project is expected to be minimal. The design addresses traffic flow with channeling features built into Diagonal Road.

### **F. Issue: Coordination with Amtrak**

T. McGivern *[Consider making the additional Metro entrance on the other side of King Street a part of the plan. If, for example, Kiss & Ride or car share capability was added there, it could reduce congestion yet still allow ready access to Metro.*

*Have you approached AMTRAK about working with them for a more holistic approach to this increasingly important traffic hub? This plan will have a negative impact on the already overburdened intersection at King, Callahan, and Russell.]*

### **Summary**

A commenter asked that this project be combined or coordinated with improvements to the AMTRAK facility on the north side of the railroad corridor.

## Response

WMATA staff is aware of a separate project by others to provide a connection to the AMTRAK facility, and understands that the project is in the development stage. Consequently, it would be constructed after the bus loop re-configuration.

### G. Issue: Project Need

V. Grandgeorge *[With the plethora of issues facing Metro at this time, why would the Board advance this unnecessary project? There are no reoccurring safety issues. Metro would lose revenue from vacating the parking spaces and lose the fares of folks parking there for quick shopping trips to Springfield and Pentagon City. Please do the smart thing and put this project on the back burner while getting Metro back on track.]*

## Summary

One commenter stated that the project was unnecessary at this time.

## Response

Staff has identified safety issues associated with the current configuration, especially in the area of vehicle-pedestrian conflicts. The proposed design seeks to minimize those conflicts.

### H. Issue: Passenger Pick-up Facilities

J. Dausch *[I am a daily rider on a shuttle from a private company that picks up/drop off at King Street to/from National Harbor. Please provide ample parking for the private shuttles as well so we are able to board/unload safely. We rely on this service to get to/from work each day.]*

T. Lloyd *[I am concerned that the proposed redesign would leave insufficient space for me and other local residents who need to pick up passengers. With the best will in the world, it's impossible to time an arrival at King Street to coincide with the arrival of a metro train due to delays, traffic etc. If I arrive before my sons, the space that appears to be available for parking (blue line) looks extremely limited and I worry it would quickly fill up. At that point, where do I park, and where do my sons wait for me? I fear this configuration would leave drivers like myself simply driving around and around, further clogging up roads, or double parking.]*

## Summary

Two comments addressed concerns about the availability of passenger pick-up facilities after construction.

## Response

The project does provide pick up/drop off facilities for passengers and a waiting area for charter buses.

### I. Issue: Construction Impacts

T. Lloyd *[I am concerned that no Kiss & Ride access will be available during phase 1 & 2 of the implementation. Where can my sons safely wait for me to collect them, and where can I safely wait for*

*them to arrive?]*

### **Summary**

One commenter expressed concern about passenger waiting areas during construction.

### **Response**

Unfortunately, all of the current amenities (including the kiss-and-ride area) cannot be accommodated during construction. Staff determined that the best approach would be to accommodate only public transit buses during construction.

### **J. Issue: Support Project**

L. Krepel *[I walk through the King St metro parking lot area daily and I'm really looking forward to the improvements. Cutting out private car parking and streamlining buses and private shuttles will improve the flow of traffic.]*

### **Summary**

A commenter expressed support for the project.

### **Response**

Comment noted.

## VII. COMMENTS OVERVIEW AND STAFF RECOMMENDATIONS

### A. Summary

Three individuals spoke at the public hearing. Twelve individuals submitted written correspondence for the record. The table below provides an analysis of commenters' concerns about the project.

#### Overview of Recommendations

Comment	No. of Commenters	Concerns
Loss of Parking	7	Lack of other parking facilities in the area, convenience for patrons, passenger needs, and customer demand
Multiple Construction Projects	3	Impacts caused by the construction of this project in combination with another major construction project in the same area at the same time
Pedestrian-oriented Improvements	2	Improvements to the site would be pedestrian-friendly
Construction Worker Parking	1	Community disruption associated with inadequate parking for construction workers
Traffic Congestion	1	Traffic increase as a result of the project
Coordination with Amtrak	1	Project should be coordinated with nearby Amtrak facilities
Project Need	1	Question the need for the project
Passenger Facilities	2	Passenger facilities needed after construction
Construction Impacts	1	Location of passenger facilities during construction
Support Project	1	Advocated project implementation

## **B. Staff Recommendations**

Staff proposes no change to the project at this time.

**Appendix A - WMATA Metrorail Public Hearing Notice**

Attachment 1 -Public Hearing Notice in Washington Post

Attachment 2 -Public Hearing Notice in El Tiempo Latino

Attachment 3 -Public Hearing Notice to Public Agencies



**Appendix B - Comments**

Attachment 1 - Public Hearing Transcript

Attachment 2 - Correspondence



**REVISED**

## **Notice of Public Hearing**

**Washington Metropolitan Area Transit Authority**

### **Docket R16-02: Proposed Changes to WMATA Facilities at King St-Old Town Metro Station**

#### **Purpose**

**Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:**

Hearing No. 609  
Wednesday, October 5, 2016  
Durant Arts Center  
1605 Cameron St.  
Alexandria, VA

**Information Session at 6 p.m. – Public Hearing at 6:30 p.m.**

**Please note that this date is subject to the facility's cancellation policy.**

**In the event of a cancellation, Metro will post information about the new hearing on [wmata.com](http://wmata.com).**

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the public hearing date.

**For more information please visit [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects).**



**PURPOSE OF THE PUBLIC HEARING** – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) to propose amending its mass transit plan. In order to create better connections for all modes of transit and accommodate additional ridership demand, Metro and the City of Alexandria have developed a reconfiguration of the King St-Old Town bus bay area next to the King St-Old Town Metrorail station. This reconfiguration includes an increase in the number of bus bays from 6 to 10 and creates a separate area for private shuttles, Kiss & Ride, and taxi stands. The project would provide critical infrastructure upgrades that would reduce vehicle and pedestrian conflicts.

Thirty **All** short-term metered parking spots currently located in the Kiss & Ride lot would be permanently eliminated in order to implement the proposed reconfiguration plan. Additionally, the use of the Kiss & Ride lot for drop-off would be closed during the 2-year period of construction, and would re-open upon completion of the project.

**WMATA COMPACT REQUIREMENTS** – WMATA's Compact requires the Board, in amending the mass transit plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes Alexandria, Virginia), including, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; and factors affecting environmental amenities and aesthetics and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

**INFORMATION AVAILABLE TO THE PUBLIC** – The docket contains the Notice of Public Hearing and General Plans, and is available online at [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects). In addition, the docket is available for inspection at the following locations:

Kate Waller Barrett Branch Library  
717 Queen Street  
Alexandria, VA 22314  
703-746-1703

WMATA's Headquarters  
600 Fifth Street, NW  
Washington, DC 20001  
202-962-2511  
during normal business hours, please call in advance to coordinate

The work and changes to the King St-Old Town station depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

**HOW TO REGISTER TO SPEAK** – All organizations or individuals desiring to be heard with respect to the proposed amendment to the mass transit plan as it relates to the Station will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name and organizational affiliation, if any, via email to [speak@wmata.com](mailto:speak@wmata.com). The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, or can be made by calling 202-962-2511. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

**HOW TO SUBMIT WRITTEN STATEMENTS** – Written statements and exhibits must be received by 9 a.m. on Monday, October 17, 2016, by the Office of the Secretary and may be emailed to [writtentestimony@wmata.com](mailto:writtentestimony@wmata.com). They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street NW, Washington, DC 20001. Please reference KING ST in the subject line of your submission. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

**SURVEY** – Additionally, if you wish to participate in a survey on this project, please go to [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects). The survey will open by 9 a.m. on Saturday, September 3, 2016 and will close on Monday, October 17, 2016 at 9 a.m. You will be asked to provide feedback on the proposal and related service changes, as well as some demographic questions. The information collected through the survey will be maintained anonymously. This option is in addition to your ability to speak at a public hearing and to submit a written statement. The survey results, along with written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record.



**REVISADO**

## **Aviso de audiencias públicas**

**Autoridad de Tránsito del Área Metropolitana de Washington**

### **Expediente R16-02: Cambios Propuestos a las Instalaciones de WMATA en la Estación de Metro King St-Old Town**

#### **Propósito**

**Se hace saber que la Autoridad de Tránsito del Área Metropolitana de Washington celebrará una audiencia pública sobre el expediente mencionado anteriormente de la siguiente manera:**

Audiencia Núm. 609  
miércoles, 5 de octubre de 2016  
Durant Arts Center  
1605 Cameron St.  
Alexandria, VA

**Sesión informativa a las 6 p.m. – Audiencia Pública a las 6:30 p.m.**

**Tenga en cuenta que esta fecha está sujeta a la política de cancelación de la instalación. En el caso de una cancelación, Metro publicará información sobre la nueva audiencia en [wmata.com](http://wmata.com).**

Todos los lugares de audiencia pública están adaptados para el acceso en sillas de ruedas. Las personas que requieran asistencia especial, como un intérprete de lenguaje de señas o adaptaciones adicionales para participar en la audiencia pública, o que necesiten estos materiales en un formato alterno, deben ponerse en contacto con Danise Peña en el 202-962-2511 o TTY: 202-962-2033 tan pronto como sea posible para que Metro pueda hacer los arreglos necesarios. Para obtener ayuda con el idioma, como por ejemplo un intérprete o información en otro idioma, llame al 202-962-2582 al menos 48 horas antes de la fecha de la audiencia pública.

**Para más información, por favor visite [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects).**



**PROPÓSITO DE LA AUDIENCIA PÚBLICA** – Se hace saber que la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA) celebrará una audiencia pública para proponer la modificación a su plan de transporte público masivo. Para crear mejores conexiones para todos los modos de transporte y dar cabida a la demanda de pasajeros adicionales, Metro y la Ciudad de Alexandria han desarrollado una reconfiguración en la parada de autobuses de King St-Old Town junto a la estación de Metrorail King St-Old Town. Esta reconfiguración incluye un aumento en el número de paradas de autobuses, de 6 a 10, y crea un zona separada para los autobuses privados, Kiss & Ride y paradas de taxis. El proyecto proporcionaría actualizaciones críticas de infraestructura para reducir los conflictos de vehículos y peatones.

**Todos** los lugares de estacionamiento regulado a corto plazo ubicados actualmente en la zona de Kiss & Ride serían eliminados permanentemente para implementar el plan de reconfiguración propuesto. Además, se suspendería el uso de la zona de desembarque Kiss & Ride durante la construcción por un período de 2 años, y se reanudaría tras la finalización del proyecto.

**REQUISITOS DEL ACUERDO WMATA COMPACT** – El convenio de WMATA Compact requiere que la Junta Directiva, al modificar el plan de transporte público masivo, tenga en cuenta los datos con respecto a las condiciones actuales y potenciales en la Zona de Tránsito (que incluye Alexandria, Virginia), incluyendo, sin limitación, el uso del suelo, la población, los factores económicos que afectan a los planes de desarrollo, instalaciones de transporte y de tránsito existentes y propuestas, cualquier desplazamiento de las familias o negocios; conservación de la belleza y la dignidad del área metropolitana de DC; y los factores que afectan a los servicios y la estética del medio ambiente y los recursos financieros. El plan de transporte público masivo abarca, entre otras cosas, las instalaciones de tránsito que serían proporcionadas por WMATA, incluidas las estaciones y estacionamientos, y el carácter, la naturaleza, el diseño, la ubicación y el capital y los costos operativos de los mismos. El plan de transporte público masivo, además de designar el diseño y la ubicación de las instalaciones de tránsito, también prevé gastos de capital y operativos, así como “otros diversos factores y consideraciones, que, a juicio de la Junta, justifican y requieren los proyectos propuestos” como más particularmente se expone en el convenio de WMATA Compact.

**INFORMACIÓN A DISPOSICIÓN DEL PÚBLICO** – El expediente contiene el Aviso de Audiencia Pública y Planes Generales, y está disponible en línea en [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects). Además, el expediente se encuentra disponible para su inspección en los siguientes lugares:

Sucursal de la Biblioteca Kate Waller Barrett  
717 Queen Street  
Alexandria, VA 22314  
703-746-1703

Sede Central de WMATA  
600 Fifth Street, NW  
Washington, DC 20001  
202-962-2511

durante el horario laboral normal, por favor llame con anticipación para coordinar

El trabajo y los cambios a la estación King St-Old Town representados en este paquete de información constituyen la propuesta de modificación del plan de transporte público masivo a los efectos del **convenio** de WMATA Compact.

**CÓMO INSCRIBIRSE PARA HABLAR** – Todas las organizaciones o personas interesadas en hacer declaraciones con respecto a la propuesta de modificación del plan de transporte público masivo que se refiere a la estación tendrán la oportunidad de presentar sus puntos de vista y hacer declaraciones de apoyo y ofrecer propuestas alternativas. Con el fin de establecer una lista de testigos, se solicita a las personas y representantes de organizaciones que deseen ser escuchados en esta audiencia pública que proporcionen, por escrito, su nombre y su relación con la organización, en su caso, a través de correo electrónico a [speak@wmata.com](mailto:speak@wmata.com). La solicitud también se puede enviar por correo a la Oficina del Secretario: Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001 o se puede hacer llamando al 202-962-2511. Por favor, presente solamente el nombre de un orador por carta. No se aceptarán listas de oradores individuales. Téngase en cuenta que todos los comentarios recibidos son divulgables al público, previa solicitud, y pueden ser publicados en la página web de la WMATA, sin cambios, incluyendo cualquier información personal proporcionada. Los funcionarios públicos serán los primeros en hablar y tendrán cinco minutos cada uno para hacer sus presentaciones. Todos los demás tendrán tres minutos cada uno. No se permitirá ceder el tiempo de un orador a otro.

**CÓMO PRESENTAR DECLARACIONES ESCRITAS** – Las declaraciones y exposiciones escritas deben ser recibidas para las 9 a.m. del lunes, 17 de octubre de 2016 en la Oficina del Secretario, y se pueden enviar por correo electrónico a [writtentestimony@wmata.com](mailto:writtentestimony@wmata.com). También se pueden enviar por correo postal a la Oficina del Secretario: Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street NW, Washington, DC 20001. Por favor, ponga KING ST en la línea de asunto de su presentación. Téngase en cuenta que todos los comentarios recibidos son divulgables al público, previa solicitud, y pueden ser publicados en la página web de la WMATA, sin cambios, incluyendo cualquier información personal proporcionada.

**ENCUESTA** – Además, si desea participar en una encuesta sobre este proyecto, por favor vaya a [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects). La encuesta se abrirá a las 9 a.m. el sábado, 3 de septiembre de 2016, y se cerrará el lunes, 17 de octubre de 2016 a las 9 a.m. Se le pedirá que proporcione información sobre la propuesta y los cambios de los servicios relacionados, así como algunas preguntas demográficas. La información recopilada a través de la encuesta se mantendrá anónima. Esta opción es adicional a su disposición de hablar en una audiencia pública y de presentar una declaración escrita. Los resultados de la encuesta, junto con las declaraciones escritas y los comentarios en la audiencia pública, se presentarán a la Junta Directiva y serán parte del acta oficial de la audiencia pública.





## **Notice of Public Hearings**

**Washington Metropolitan Area Transit Authority**

### **Docket R16-02: Proposed Changes to WMATA Facilities at King St-Old Town Metro Station**

#### **Purpose**

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

Hearing No. 609  
Wednesday, October 5, 2016  
Durant Arts Center  
1605 Cameron St.  
Alexandria, VA

**Information Session at 6 p.m. – Public Hearing at 6:30 p.m.**

**Please note that this date is subject to the facility's cancellation policy.  
In the event of a cancellation, Metro will post information about the new hearing on [wmata.com](http://wmata.com).**

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the public hearing date.

**For more information please visit [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects).**





**PURPOSE OF THE PUBLIC HEARING** – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) to propose amending its mass transit plan. In order to create better connections for all modes of transit and accommodate additional ridership demand, Metro and the City of Alexandria have developed a reconfiguration of the King St-Old Town bus bay area next to the King St-Old Town Metrorail station. This reconfiguration includes an increase in the number of bus bays from 6 to 10 and creates a separate area for private shuttles, Kiss & Ride, and taxi stands. The project would provide critical infrastructure upgrades that would reduce vehicle and pedestrian conflicts.

Thirty short-term metered parking spots currently located in the Kiss & Ride lot would be permanently eliminated in order to implement the proposed reconfiguration plan. Additionally, the use of the Kiss & Ride lot for drop-off would be closed during the 2-year period of construction, and would re-open upon completion of the project.

**WMATA COMPACT REQUIREMENTS** – WMATA's Compact requires the Board, in amending the mass transit plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes Alexandria, Virginia), including, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; and factors affecting environmental amenities and aesthetics and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

**INFORMATION AVAILABLE TO THE PUBLIC** – The docket contains the Notice of Public Hearing and General Plans, and is available online at [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects). In addition, the docket is available for inspection at the following locations:

Kate Waller Barrett Branch Library  
717 Queen Street  
Alexandria, VA 22314  
703-746-1703

WMATA's Headquarters  
600 Fifth Street, NW  
Washington, DC 20001  
202-962-2511  
during normal business hours, please call in advance to coordinate

The work and changes to the King St-Old Town station depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

**HOW TO REGISTER TO SPEAK** – All organizations or individuals desiring to be heard with respect to the proposed amendment to the mass transit plan as it relates to the Station will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name and organizational affiliation, if any, via email to [speak@wmata.com](mailto:speak@wmata.com). The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, or can be made by calling 202-962-2511. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

**HOW TO SUBMIT WRITTEN STATEMENTS** – Written statements and exhibits must be received by 9 a.m. on Monday, October 17, 2016, by the Office of the Secretary and may be emailed to [writtentestimony@wmata.com](mailto:writtentestimony@wmata.com). They may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street NW, Washington, DC 20001. Please reference KING ST in the subject line of your submission. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

**SURVEY** – Additionally, if you wish to participate in a survey on this project, please go to [www.wmata.com/plansandprojects](http://www.wmata.com/plansandprojects). The survey will open by 9 a.m. on Saturday, September 3, 2016 and will close on Monday, October 17, 2016 at 9 a.m. You will be asked to provide feedback on the proposal and related service changes, as well as some demographic questions. The information collected through the survey will be maintained anonymously. This option is in addition to your ability to speak at a public hearing and to submit a written statement. The survey results, along with written statements and public hearing comments, will be presented to the Board and will be part of the official public hearing record.

**Capital Reporting Company**  
**WMATA Public Hearing No. 609 - 10/5/16**

1

1 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

2 PUBLIC HEARING

3

4 DOCKET R16-02: Proposed Changes to WMATA Facilities

5 at King St-Old Town Metro Station

6 Hearing No. 609

7

8 Wednesday, October 5, 2016

9 Durant Arts Center

10 1605 Cameron St.

11 Alexandria, VA

12

13 Information Session at 6 p.m.

14 Public Hearing at 6:30 p.m.

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19 Reported by: Erick McNair, RPR/CSR,

20 Capital Reporting Company

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**WMATA Public Hearing No. 609 - 10/5/16**

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A P P E A R A N C E S

2

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PAUL SMEDBERG

4

JOHN THOMAS

5

DANISE PENA

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JENNIFER GREEN-ELLISON

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1 P R O C E E D I N G S

2 COUNCILMAN SMEDBERG: ... one and thank you  
3 for joining us here this evening. I'm Councilman Paul  
4 Smedberg and I represent the City of Alexandria on the  
5 Metro Board of Directors. Joining me tonight is John  
6 Thomas and John is Metro's Acting Chief Engineer and  
7 he is the person giving tonight's presentation before  
8 the testimony.

9 This hearing is convened by the Metro Board  
10 of Directors to gather information, public comments on  
11 proposed changes to the WMATA facilities at the King  
12 Street-Old Town Metro Station. Notice of this hearing  
13 was made, was made by publication in the *Washington*  
14 *Post* and ads were also placed in the *Washington*  
15 *Hispanic* and *El Tiempo Latino*. It was sent to area  
16 libraries for viewing and posted on WMATA.com.

17 Briefly I will cover the procedures that we  
18 will follow during the hearing. First we will hear a  
19 staff presentation on the proposal, and again, Mr.  
20 Thomas will make that presentation. Second, we will  
21 hear from those persons who registered in advance to  
22 speak at the public hearing. Public officials will be

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4

1 heard first and will be allowed five minutes. Then  
2 those who registered in advance will be heard in order  
3 of registration and allowed three minutes each.  
4 Third, we will hear from anyone present who indicates  
5 a desire to be heard and will be allowed three minutes  
6 each.

7           Each time will be -- extra time will be  
8 given for translation if needed, and we have Ms. Pena  
9 here with us this evening whose hand is raised.  
10 Someone in back? Oh, she's outside still. Okay. So  
11 we'll make sure to point her out if anyone needs  
12 translation this evening.

13           If you have copies of your testimony to  
14 distribute, please hand them to the, a board corporate  
15 secretary who's sitting right over there. Jennifer,  
16 whose hand is raised. If you need a microphone  
17 brought to you, please raise your hand and when your  
18 name is called we will bring one over to you. There  
19 is a timer here so, that will count down how much time  
20 that you have left to speak. It'll give you a warning  
21 beep when you have 20 seconds left and will beep  
22 continuously when your time is up.

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1           I want to take a moment to recognize that  
2   this is where we listen to you. These meetings are  
3   very important because this is feedback we take back  
4   to the Board of Directors and the professional staff  
5   at WMATA. These three minutes are your opportunity to  
6   comment on the various proposals and we are here to  
7   listen.

8           You will not -- we will not be able to  
9   answer any questions during your testimony. If you  
10   have questions, there are staff in the room and  
11   they'll be happy to help you, you know, at the end of  
12   the, at the end of the public hearing. Before you  
13   begin your remarks, we ask that you kindly state your  
14   name and the organization you represent, if any.

15          Please note that all statements including  
16   any personal information such as names, e-mails,  
17   addresses, telephone numbers you provide in the  
18   statement are releasable to the public upon request  
19   and may be posted on WMATA's website without change,  
20   including any personal information provided.

21          Further testimony may be submitted and must  
22   be received by 9 a.m. on Monday, October 17th. So

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1 again, if you want to submit any testimony after this  
2 public hearing, it must be received by 9 a.m. on  
3 Monday, October 17th, by e-mail,  
4 writtentestimony@WMATA, W-M-A-T-T-A,.com.  
5 Alternatively, statements may be mailed to the Office  
6 of the Secretary, WMATA, 600 5th Street Northwest,  
7 Washington, DC 20001. Again, Office of the Secretary,  
8 WMATA, 600 Fifth Street Northwest, Washington, DC zip  
9 code 20001.

10           Additionally, there is a survey about the  
11 proposal that will be made available until 9 a.m. on  
12 Monday the 17th. This is in addition to all other  
13 options to provide input to WMATA. The survey can be  
14 found at [WMATA.com/plansandprojects](http://WMATA.com/plansandprojects). That's all one  
15 word. If you have any questions about the different  
16 ways to provide testimony, please see WMATA staff at  
17 the registration table which is out in the main lobby.

18           Your comments will become part of the public  
19 record that will be available, and available and can  
20 be reviewed by the WMATA Board of Directors for their  
21 approval. Following a review of all testimony  
22 received for the public hearing record, WMATA's staff



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1 will prepare a staff report which will be available  
2 for public comment before it is presented to the Metro  
3 Board of Directors.

4 Changes to the options presented here  
5 tonight may be proposed in response to testimony  
6 received and subsequent staff analysis. Please note  
7 that profanity will not be tolerated during this  
8 public meeting. If you have not already done so,  
9 please silence all your mobile devices.

10 I will now call on Mr. Thomas for the staff  
11 presentation. John?

12 MR. THOMAS: Thank you, Mr. Smedberg.  
13 Again, John Thomas, Acting Chief Engineer for Metro.  
14 The project goal for the King Street bus loop project  
15 is fundamentally to increase the number of bus bays at  
16 the, at the King Street station. So the existing  
17 configuration here shown in plan view, we have six bus  
18 bays. We have a taxi area and we have a parking area  
19 in sort of a kiss and ride there in the red.

20 So what we put this photo up there for was  
21 to show that there, sort of in the foreground is the  
22 station itself, which sort of brackets the, the

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1 parking area, the bus loop area on the west-hand side.  
2 Then you see -- sort of in the mid area you see a  
3 whole row of buildings along Diagonal Road. So  
4 between the Diagonal Road and the buildings that sort  
5 of creates a barrier on the east side, sort of  
6 triangular in shape so it comes to a point on the  
7 right, and then it's bounded on the, on the north side  
8 by King Street.

9           So it's a, it's a very tight space that's  
10 got really no moveable objects around the perimeter.  
11 So we're working with a finite amount of area in terms  
12 of trying to meet the goal of increasing the number of  
13 bus bays at this facility. So the City and WMATA  
14 coauthored a report that looked at designs for how to  
15 increase the number of bus bays at the station.  
16 Because the space limitations to which I just  
17 referred, the bottom line is something had to go.

18           There was only so much -- there's only so  
19 much space available and to go from what we were able  
20 to go from six bus bays up to ten bus bays, that means  
21 that some element of the existing configuration had to  
22 go and we concluded that the best candidate to go is

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1 the existing metered parking is proposed to be  
2 eliminated as part of this project.

3           So in the final configuration you can see  
4 the, sort of the purplish dots. That's the new bus  
5 bays. So there's now ten of them at this station. So  
6 that'll allow both the City of Alexandria, as well as  
7 Metro to increase the number of buses that serve this  
8 station.

9           What we're also doing is we're sort of,  
10 we're separating the buses from all of the other  
11 functions that are going to be rebuilt there. So  
12 there will no longer be able to be sort of physical  
13 interaction between say the King Street Trolley or the  
14 taxis or anything like that. And again, the parking's  
15 going away. So in this sort of, right in front of the  
16 station will be the ten bus bays. Down along Diagonal  
17 Road we're going to create the replacement spaces, if  
18 you will, for the, the elements that are being  
19 retained but moved to a different location.

20           So from, from left to right, south to north,  
21 there's going to be an area for shuttle buses right  
22 along Diagonal Road. Then there'll be the taxi stand.

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1 And then between the taxi stand and the, and where the  
2 buses are is going to be the area where the kiss and  
3 ride is. So imagine if you will -- there's a pointer  
4 on this. Is there a pointer? Yeah. So anybody that  
5 wants to do the kiss and ride will go, drive south on  
6 Diagonal, pull in here, and then they'll be able to  
7 stop anywhere along this area to drop people off or  
8 pick them up.

9 Won't be able to stop, park like you can  
10 today, but you'll still be able to do the, the drop  
11 off and pick up taxis, and then the shuttle's over  
12 here. So that's what we're, that's what we're  
13 striving to get to at the end of the project.

14 So we're proposing the elimination of  
15 parking. There are 30 meters at that station today  
16 and you can see here in the chart the revenue that  
17 we've generated over the last three full years that we  
18 had the data available. It's not a very significant  
19 amount of money that people are feeding into those  
20 meters. So we don't expect that this loss of revenue  
21 due to the giving up the parking will have any  
22 meaningful impact on Metro's finances.

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1           So the other piece we wanted to talk about  
2 tonight is the actual phasing of construction to get  
3 us from where we are today to where we're going to be  
4 in the final configuration. So we've looked at this  
5 as many different ways we could to try to figure out  
6 how to construct this while keeping both the station  
7 functioning and having as many of existing functions  
8 remain.

9           And what we came up with was we're trying  
10 the proverbial band-aid rip off. So we basically,  
11 we're creating a large construction area that's, the  
12 stripped area. So we're basically, a big triangular  
13 area here. We're going to shut the whole area down.  
14 We're going to maintain through all the -- so what you  
15 see here is the pedestrian access to and from the  
16 station here out to Diagonal, pedestrian access over  
17 here to King Street, and then sort of right over here  
18 to the north entrance that we built about 15 years ago  
19 is obviously unaffected by this.

20           So that's a way in and out of the station as  
21 well. But during this phase that we expect to be  
22 somewhere in an area of 12 to 15 months, all of the

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1 buses, we found a home for all of the buses sort of  
2 around the perimeter here. That's what these dots  
3 are. So we found a way to accommodate the King's  
4 Street buses, as well as the metro buses during  
5 construction as close to the station as we physically  
6 could accommodate.

7           There is an extensive pedestrian signage  
8 plan that we've developed to help pedestrians deal  
9 with the fact that, you know, when they come out of  
10 the station they're going to encounter barriers.  
11 They're going the walk long here and then where they  
12 want to go, they're want to go to their buses here,  
13 here, or over here, or over here, or just out into the  
14 neighborhood. So we found, developed a very extensive  
15 way finding signage plan that'll be part of this  
16 project and will go up as part of the establishment of  
17 the work area. Excuse me.

18           So when we do this, this is when the parking  
19 goes away for good. And then also the shuttle buses  
20 in the kiss and rides won't be available during this  
21 period either. Then after we construct as much as we  
22 can in that, during the first phase, we'll move the

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1 buses into their future configuration. So the buses  
2 will move off of the streets and they'll be able to  
3 use the future bus bays while we're constructing the  
4 areas along Diagonal Road, the shuttle area, the taxi  
5 stand, and the future kiss and ride.

6 We expect this to take somewhere in the  
7 neighborhood of nine to twelve months. All total  
8 we're looking at -- this is just sort of a summary of  
9 what I was just talking about. All total we're  
10 looking at about a 24 month duration for the project.  
11 And that's the end of my presentation.

12 COUNCILMAN SMEDBERG: Okay. Thank you,  
13 John. And now it's time to call on our first witness.  
14 The first person that signed up, Mr. Vernon  
15 Grandgeorge. Vernon, are you here? Could we turn the  
16 mics on?

17 MR. GRANDGEORGE: Probably can hear me  
18 without it.

19 COUNCILMAN SMEDBERG: Well, we have to  
20 record it.

21 MR. GRANDGEORGE: Councilman, Mr. Thomas,  
22 thanks for the opportunity to speak to this. My name

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1 is Vernon Grandgeorge. I'm a Metro rider and a  
2 resident and business owner just across the street  
3 from the project. I want you to know that I'm not one  
4 of those people that's always against every new  
5 project and says not in my neighborhood. Usually I  
6 like what the City is doing.

7           The concern is the other side of Diagonal  
8 Road losing that parking. The parking is filled every  
9 day, seven days a week, along with the Metro spots  
10 inside, which I realize are gone. But I'm concerned  
11 about the spaces on Diagonal Road. Businesses need a  
12 variety of avenues to get to them. Public  
13 transportation is of course great, but some people  
14 come by car. And I am worried that losing those  
15 spaces is going to impact all our businesses in that  
16 area.

17           It's surprising to me how many people we  
18 just started talking to customers about this and  
19 informed our server staff about it and how many people  
20 are unaware that this is in place. And I know that  
21 you have done, gone through the normal procedures, but  
22 they're kind of horrified. And I think that people



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1 down King Street and in the adjacent residential  
2 neighborhoods don't really realize that, oh, it's the  
3 Metro lot's going to be improved, that's great. But  
4 when traffic and cars start parking in their  
5 neighborhoods, you're going to hear it then and that's  
6 going to be too late because the project has already  
7 started.

8           The former director of transportation, I  
9 believe, Richard Bare, and Rishard Young met with me  
10 and told me that, a couple of things. One, that they  
11 were going to find some alternative parking for those  
12 businesses somewhere in the neighborhood. They put  
13 staff on there. To my knowledge, that hasn't  
14 happened. Additionally they told me that there was no  
15 reason they couldn't move the Zipcars to the inside.  
16 And based on this plan, that has not happened.

17           They also said that they would do a study of  
18 the utilization of the spots six months after the  
19 project is completed. Of course that hasn't taken  
20 place yet, but I hope that at least that will be done  
21 if the taxi stands are not being utilized for some  
22 reason, putting back a few token parking spaces would

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1     make us very happy.

2                   I've been in, talking to businesses in my  
3     building and they say, oh my gosh, somebody wants to  
4     drop off a document to me, they're going to have to  
5     now park in the garage? They're going to have to get  
6     a ticket and come up in the elevator. I think it's  
7     going to impact people severely. That's my worry.

8                   I was about to open another location in that  
9     car, car property and I have put it on hold 'cause I  
10    don't know what this will involve. Is that my timer?  
11    So anyway, just, I'm worried about Diagonal Road. I  
12    just wanted to tell you I think that Metro has lots of  
13    things on their plate right now. I'm, they're going  
14    to be handling a lot more in terms of complaints I  
15    think. And thanks for letting me speak.

16                  COUNCILMAN SMEDBERG: Thank you, Mr.  
17    Grandgeorge. Bea Porter, Bea?

18                  MS. PORTER: Hello there. I'm Bea Porter.  
19    I live next door. So the project is really going to  
20    impact me quite a bit. My main concern is that, as  
21    you just showed, not only are you going to take the  
22    buses and everybody out of the King Street Metro area,

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1 but you're going to have your shuttles and your taxis  
2 running along Diagonal Street, which means even more  
3 parking is going to be impacted. There's a project  
4 which you may or may not be aware of yet because I  
5 said something to City Council, with Harvard and King  
6 Street for a new hotel. It also will be a two year  
7 project. It'll be running during the same time as  
8 your project, which means we'll have traffic impacted.  
9 Not only at the King Street Metro, along King Street.

10           Already on Cameron Street during the day the  
11 parking is filled. And I've got a lot of issues with  
12 a lot of those people that don't want to use the  
13 meters because they're parking in front of my house.  
14 They don't want to move. They get angry. I'm angry.  
15 I'm sick of this.

16           You all are overlapping projects. This is,  
17 this is nuts. Nobody even took into consideration  
18 that there may be a two year project also at the  
19 corner of Harvard and King Street? This is going to  
20 impact a lot of people. It's going to impact all your  
21 businesses comes in from the Metro direction of King  
22 Street into the city. It's going to be very

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1   difficult.  You're going to have to run several  
2   detours because they're not going to be able to come  
3   down King Street, at least not until they get past  
4   Harbor or even Peyton or west streets.  It's affecting  
5   all your residents in this area.  As this gentleman  
6   just said, it's going to affect his businesses.  
7   Already we're effected by the businesses as there's  
8   not accommodation for all the parking that needs to  
9   happen.

10                You're taking away a lot of parking.  You  
11   just said you're going to take out 30 spaces.  Well,  
12   even if that's even temporary parking, where are these  
13   people going to go to?  Front of my house.  I don't  
14   want them there.  I can't control that.  Point is,  
15   you're not making accommodations for these people that  
16   are going to be two years affected for these two  
17   projects.  And at least the one project 'cause I know  
18   that the developer has yet to go before city council  
19   about the hotel they want to develop at the corner of  
20   Harvard and King.

21                But it's going to make a big impact and will  
22   affect all your businesses, and I know it's going to

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1   upset a lot of residents. So I just wanted to bring  
2   that to your attention, that you will have two  
3   projects going on same time, at the same on King  
4   Street. You want revenue in this city? Don't block  
5   the parking. Don't take from residents. Keep  
6   something available because, you know, these parkers  
7   out here, these vehicles, they don't go around looking  
8   for parking lots to park in. And I don't know if  
9   there are main parking lots down here by King Street  
10  'cause I don't try to go on the other side of King  
11  Street. So I'm not really sure what's available.

12               But these people, they're going to  
13  whatever's open and immediately available and they  
14  don't want to pay for it. So please, take that into  
15  consideration. Thank you.

16               COUNCILMAN SMEDBERG: Thank you, Bea. Okay.  
17  That is -- we're through the list of people who  
18  previously had signed up. Is there anyone from the  
19  audience who would like to speak? And when you come  
20  to the mic, please state your name.

21               MR. MELTON: I just got here a few minutes  
22  ago. Jim, Melton, [REDACTED]. I was told

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1 about this meeting, so I just want to make some  
2 comments. We have a project that has been submitted  
3 to planning and zoning to build a 104 room hotel,  
4 seven stories tall, at Harvard and King Street. We  
5 have petitions signed to oppose this, but now we have  
6 been informed that there's going to be major  
7 construction going on at the Metro.

8 I would like to know when you propose to  
9 begin this project so that we can then find out what  
10 the hotel is going to do. We're assuming that it's  
11 going to take place around the same time and we think  
12 that it's going to be a big, big disaster. I think I  
13 made my point. But I want to know when the Metro  
14 project will begin.

15 Our hotel proposal, as Mr. Smith already  
16 knows, has already been submitted to the planning and  
17 zoning and they haven't responded. We're waiting on  
18 an issue (inaudible) come through, but when the date  
19 is to be for the hotel. We have been told it's going  
20 to be a two year project. And we think it's going to  
21 be about the same time that the Metro project is going  
22 to go.

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1                   And that is going to be, that's going to  
2    cause untold, untold problems for the upper King  
3    Street area. Thank you very much.

4                   COUNCILMAN SMEDBERG: Thanks, Jim. Is there  
5    anyone else from the audience who would like to speak?  
6    Okay. All right. I guess then that concludes our  
7    public hearing. I want to thank you very much again.  
8    They'll be staff not only from WMATA, but from the  
9    City here available for at least a little while anyway  
10   to answer questions that you might have about the  
11   project. So thank you all very much for coming. We  
12   appreciate it.

13                  (The Public Hearing ended at 6:56 p.m.)

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, Erick McNair, the officer before whom the  
3 foregoing proceeding was taken, do hereby certify that  
4 the proceedings were recorded by me and thereafter  
5 reduced to typewriting under my direction; that said  
6 proceedings are a true and accurate record to the best  
7 of my knowledge, skills, and ability; that I am  
8 neither counsel for, related to, nor employed by any  
9 of the parties to the action in which this was taken;  
10 and, further, that I am not a relative or employee of  
11 any counsel or attorney employed by the parties  
12 hereto, nor financially or otherwise interested in the  
13 outcome of this action.

14 

15  
16 Erick McNair  
17 Notary Public in and for the  
18 Commonwealth of Virginia  
19  
20  
21  
22



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23

1 CERTIFICATE OF TRANSCRIBER

2

3 I, Penny Knight, do hereby certify that this  
4 transcript was prepared from audio to the best of my  
5 ability.

6

7 I am neither counsel for, related to, nor  
8 employed by any of the parties to this action, nor  
9 financially or otherwise interested in the outcome of  
10 this action.

11

12

13 10/10/16

14 DATE

Penny Knight

Penny Knight

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**Ashe, James A.**

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**From:** Milone, Stephen A CAPT USN DSCA SA-E (US) [REDACTED]  
**Sent:** Monday, October 17, 2016 9:02 AM  
**To:** writtentestimony  
**Subject:** King St Metro reconfiguration

Dear WMATA,

Please ensure that all vehicles drive entrances are constructed with a continuous level, uninterrupted sidewalk that includes even the same paving pattern, with a four foot or so wide apron, in order to accommodate pedestrians and offer them more protection than is provided by a typical suburban depressed entrance that is constructed more like a street. Add crosswalks across Diagonal on the south side of King. I spoke with John Thomas before the public hearing, and am assured that the engineered drawings include these items, but want to emphasize the importance of these details in the reconstruction.

Steve Milone

**Ashe, James A.**

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**From:** Porter-Gruel, Beatrice A CTR OSD OUSD ATL (US) [REDACTED]  
**Sent:** Thursday, October 13, 2016 3:11 PM  
**To:** writtentestimony  
**Cc:** [REDACTED]  
**Subject:** FW: King Street Metro Station

Hello. Thank you for the response multiple days after the hearing. I have previously written two e-mail comments in to this address. The e-mail address you will see is from [REDACTED] which is my complete name. Two issues I have with this project are that there is also expected to be a hotel development project also going on for a two year period beginning in the spring of 2017 at the corner of King & Harvard Streets. To have two major projects going on at the same time at the same end of King Street is really going to cause havoc for the people that live in this vicinity and for the people that work here. The 2nd issue is, where do you plan to have your construction workers park? I sure hope not in front of my house because with 30+ parking spaces being removed from the metro station there will be 30+ more cars that want to park in front of my house. Has anyone even thought about these two issues? Bea Porter, [REDACTED]

-----Original Message-----

From: Speak [mailto:speak@wmata.com]  
Sent: Thursday, October 13, 2016 2:46 PM  
To: Porter-Gruel, Beatrice A CTR OSD OUSD ATL (US)  
Subject: [Non-DoD Source] RE: King Street Metro Station

Hello Ms. Porter,

This hearing took place on October 5th. The comment period is open until 9 a.m. on Monday, October 17, 2016, so please know that we are accepting comments sent to writtentestimony@wmata.com until that time.

-----Original Message-----

From: Porter-Gruel, Beatrice A CTR OSD OUSD ATL (US) [REDACTED]  
Sent: Friday, October 07, 2016 12:35 PM  
To: Speak <speak@wmata.com>  
Subject: King Street Metro Station

When is the hearing regarding this issue? I would like to speak at the hearing.

Docket R16-02 regarding proposed changes to WMATA facilities at the King St-Old Town Metro Station is currently open until 9 a.m. on Monday, October 17, 2016. If you wish to register to speak at this hearing, please send a separate email to speak@wmata.com.

Bea Porter  
[REDACTED]

**Ashe, James A.**

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**From:** Hermanson, Barbara  
**Sent:** Saturday, October 08, 2016 5:02 PM  
**To:** writtentestimony  
**Subject:** proposed King St station reconfiguration

I am sorry to see the proposal to eliminate parking at the King St station. I would prefer that some parking be available for rail riders, especially in the evening. I live a few miles west of the station, and when I have meetings that will not end until late evening, I prefer not to take the bus from the King St station, because it's a 5-block walk in the dark from the bus stop to my home.

Having to drive South to Van Dorn or Huntington to park when I'm heading North to downtown DC adds a lot of time to my commute, and those stations are so deserted at night that they don't feel safe.

I don't expect my feedback to change your plans, but I do want you to know that the lack of parking at King St creates both an inconvenience and security issues for riders.

Thanks.

Barbara

**Ashe, James A.**

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**From:** Linda Jensen [REDACTED]  
**Sent:** Friday, October 07, 2016 6:02 PM  
**To:** writtentestimony  
**Subject:** Request for wider sidewalk at King Street Station

I walk from the King Street Station towards the Duke Street underpass every work day and the sidewalk heading up the hill is not wide enough for the number of pedestrians using the sidewalk. In addition, there are individuals in electric powered wheelchairs and scooters who use the sidewalk and others have to step off the sidewalk to make way for these individuals. Sometimes you have to step into the street where the buses park. If there is any way possible, please include widening the sidewalk to accommodate more people in the renovation plan.

Thank you.  
Linda Jensen

*Making a world of difference in cancer care*

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**Ashe, James A.**

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**From:** Porter-Gruel, Beatrice A CTR OSD OUSD ATL (US) [REDACTED]  
**Sent:** Friday, October 07, 2016 12:32 PM  
**To:** writtentestimony  
**Subject:** King Street Metro project

I attended the public hearing at the Durant Center the other evening and nobody even mentioned where the construction workers will be parking during this 2 year period. When the Jefferson Houston School was built, we were told they would park at GW Middle School. A lot of them did not they parked on the residential streets blocking parking from residents. What is the plan for your construction workers? Bea Porter, [REDACTED]

**Ashe, James A.**

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**From:** Van Van Fleet [REDACTED]  
**Sent:** Tuesday, October 04, 2016 2:49 PM  
**To:** writtentestimony  
**Subject:** Van Van Fleet Sends for WMATA Open House Durant Center on 5 October

**To Whom it May Concern:**

I am writing to address the redevelopment that is proposed to do away with King Street Metro parking lot. The proposal is to do away with the 44 parking spaces within the oval parking lot and the 22 spaces on the west side of Diagonal Road, a development that is not in the best interests of we Alexandria citizens.

Every day I look down on that parking lot from my office on the 6<sup>th</sup> floor of 1800 Diagonal Road. Rarely do I see any problem with the current bus cuing operation that takes place in the lot throughout the day. The current operation is not broke and doesn't need fixing. The parking spaces in that lot and on the west side of Diagonal Road are key to those who take the metro, to those who meet passengers arriving on metro, to visitors to the many offices in 1800 Diagonal Road and lastly to the numerous patrons who eat at Theismanns Restaurant. This city cannot continue to give up parking spaces without providing replacements. The suggestion of the Planning Commission for everyone to use the parking lot inside 1800 Diagonal Road ups the parking rate fee significantly thus presenting an affordability problem for some residents.

The 22 parking spaces on the west side of Diagonal Road are programmed to be occupied by the cabs currently in the main parking lot. If you are an outside diner at Theismanns Restaurant you will be faced with trying to eat your meal while simultaneously ingesting toxic fumes from the cabs idling across the street. Yes, idling is against the law, however it is never enforced. This scenario presents a very unhealthy environment at best; one that needs to be addressed by Alexandria's Health Department.

I would like to recommend that the King Street Metro parking facilities remain as currently configured.

**Townsend A. "Van" Van Fleet**  
[REDACTED]

**Ashe, James A.**

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**From:** Tom McGivern [REDACTED]  
**Sent:** Tuesday, October 04, 2016 2:38 PM  
**To:** writtentestimony; [REDACTED]  
**Subject:** King Street-Old Town Metro Access Improvements Project

Thank you for the opportunity to comment. I hope you will thoroughly consider and address these comments on the proposed plan for improving the King Street metro site.

1. There is too little space and the likelihood of severe congestion with the proposed configuration of the taxi, carshare, and Kiss & Ride lanes. The proposed spaces and traffic patterns guarantee backed up cars, honking horns, and unhappy riders that will contribute to continued declines in Metro ridership. Recommend that you re-engineer that part of the plan and put the bus spaces in a smaller footprint if needed. The pressures this plan will put on Diagonal Road likely will result in additional back-up of traffic on east-bound King Street.
2. Consider making the additional Metro entrance on the other side of King Street a part of the plan. If, for example, Kiss & Ride or car share capability was added there, it could reduce congestion yet still allow ready access to Metro.
3. Have you approached AMTRAK about working with them for a more holistic approach to this increasingly important traffic hub? This plan will have a negative impact on the already overburdened intersection at King, Callahan, and Russell.

In sum, this plan is inadequate to address the issues you are trying to resolve without changes to the plan. Thanks again for the opportunity to comment.

Tom McGivern



**Ashe, James A.**

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**From:** Van Van Fleet [REDACTED]  
**Sent:** Tuesday, October 04, 2016 2:28 PM  
**To:** writtentestimony  
**Cc:** [REDACTED]  
**Subject:** Van Van Fleet Sends Bus Loop Improvement Comments

**To Whom it May Concern:**

I am writing to address the redevelopment that is proposed to do away with King Street Metro parking lot. The proposal is to do away with the 44 parking spaces within the oval parking lot and the 22 spaces on the west side of Diagonal Road, a development that is not in the best interests of we Alexandria citizens.

Every day I look down on that parking lot from my office on the 6<sup>th</sup> floor of 1800 Diagonal Road. Rarely do I see any problem with the current bus cuing operation that takes place in the lot throughout the day. The current operation is not broke and doesn't need fixing. The parking spaces in that lot and on the west side of Diagonal Road are key to those who take the metro, to those who meet passengers arriving on metro, to visitors to the many offices in 1800 Diagonal Road and lastly to the numerous patrons who eat at Theismanns Restaurant. This city cannot continue to give up parking spaces without providing replacements. The suggestion of the Planning Commission for everyone to use the parking lot inside 1800 Diagonal Road ups the parking rate fee significantly thus presenting an affordability problem for some residents.

The 22 parking spaces on the west side of Diagonal Road are programmed to be occupied by the cabs currently in the main parking lot. If you are an outside diner at Theismanns Restaurant you will be faced with trying to eat your meal while simultaneously ingesting toxic fumes from the cabs idling across the street. Yes, idling is against the law, however it is never enforced. This scenario presents a very unhealthy environment at best; one that needs to be addressed by Alexandria's Health Department.

I would like to recommend that the King Street Metro parking facilities remain as currently configured.

**Townsend A. "Van" Van Fleet**  
[REDACTED]

**Ashe, James A.**

---

**From:** Vernon Grandgeorge [REDACTED]  
**Sent:** Tuesday, October 04, 2016 1:00 PM  
**To:** writtentestimony  
**Subject:** Alexandria's King Street Station

Metro Board of Directors

With the plethora of issues facing Metro at this time, why would the Board advance this unnecessary project? There are no reoccurring safety issues. Metro would lose revenue from vacating the parking spaces and lose the fares of folks parking there for quick shopping trips to Springfield and Pentagon City. Please do the smart thing and put this project on the back burner while getting Metro back on track.

Vern Grandgeorge

**Ashe, James A.**

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**From:** Jeff Dausch [REDACTED]  
**Sent:** Wednesday, September 28, 2016 3:57 PM  
**To:** writtentestimony  
**Subject:** Knight Street Rider

Hello,

I am a daily rider on a shuttle from a private company that picks up/drop off at King Street to/from National Harbor. Please provide ample parking for the private shuttles as well so we are able to board/unload safely.

We rely on this service to get to/from work each day.

Thank you,

JD

**Ashe, James A.**

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**From:** Tim Lloyd [REDACTED]  
**Sent:** Thursday, September 22, 2016 3:15 PM  
**To:** writtentestimony  
**Subject:** feedback on King St bus loop reconfiguration

Hi,

I have 2 sons that go to school in DC and use the metro to return to Alexandria (as do many other parents). Most days of the week, I drive to King Street in order to pick them up and often have to wait in the driving lane because the parking slots are full.

I'd like to register 2 concerns:

1) I am concerned that the proposed redesign would leave insufficient space for me and other local residents who need to pick up passengers. With the best will in the world, it's impossible to time an arrival at King Street to coincide with the arrival of a metro train due to delays, traffic etc. If I arrive before my sons, the space that appears to be available for parking (blue line) looks extremely limited and I worry it would quickly fill up. At that point, where do I park, and where do my sons wait for me? I fear this configuration would leave drivers like myself simply driving around and around, further clogging up roads, or double parking.

2) I am concerned that no Kiss & Ride access will be available during phase 1 & 2 of the implementation. Where can my sons safely wait for me to collect them, and where can I safely wait for them to arrive?

Cheers,  
Tim

Tim Lloyd  
[REDACTED]

**Ashe, James A.**

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**From:** Stacey MacFarlane [REDACTED]  
**Sent:** Wednesday, September 21, 2016 2:44 PM  
**To:** writtentestimony  
**Subject:** King Metro parking

Please do not get rid of 30 short term parking spaces at the King Street metro. If anything, you need to add a small parking deck with a credit card parking kiosk. I suffer from arthritis, do not qualify for a handicapped parking hang-tag, and routinely need to park at King Street to take the metro into DC for doctors appointments on the Blue line. The parking lot is always almost full. There is no other nearby available parking for people who simply cannot walk blocks and blocks.

Thanks for allowing public comment on this issue.

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

**Ashe, James A.**

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**From:** Porter-Gruel, Beatrice A CTR OSD OUSD ATL (US) [REDACTED]  
**Sent:** Tuesday, September 20, 2016 11:56 AM  
**To:** writtentestimony  
**Subject:** issues with metro reconfiguration

Not sure if anyone has thought about this, but for a two year project this will certainly disrupt a lot of residents at this end of Olde Towne, not to mention people that come to our City to work or visit. Where do you plan to put all the vehicular traffic? On the residential streets? Did you even realize there will soon be construction at the corner of Harvard and King Streets with a newly proposed hotel? This also is planned to be a two year project, two years at the same time of construction. Did anyone consider our residents along Harvard, Cameron, and King? Not to mention the streets below King. Our streets are already over populated with parked vehicles, most of them don't live in the City. Most of them do not realize there is timed parking so they come and park all day long for free. Do you really think all these vehicles are going to circle around to look for parking lots? If you have not noticed, if there is residential parking without meters, that is where they will park first even if the whole other side of the street is empty but with meters? You probably have not even noticed how many cars pull up at the stop sign or light at the end of Cameron Street to drop off people planning to use the metro. Have you polled the people that use the King Street Metro on a daily basis as to where they are coming from or going to? There are a number of people that commute to the King Street Metro so they can take the shuttle to the Mark Center to work. Will the shuttle change to the Braddock Station? Will there be more shuttles during this two year period? Bea Porter, [REDACTED]

**Ashe, James A.**

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**From:** Laura Emerick Krepel [REDACTED]  
**Sent:** Tuesday, September 20, 2016 8:43 AM  
**To:** writtentestimony  
**Subject:** Bus Loop Improvements at King St. Metrorail Station

I walk through the King St metro parking lot area daily and I'm really looking forward to the improvements. Cutting out private car parking and streamlining buses and private shuttles will improve the flow of traffic.

**Laura Emerick Krepel**

E-mail: [REDACTED]  
[REDACTED]  
[REDACTED]

**Ashe, James A.**

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**From:** [REDACTED]  
**Sent:** Monday, September 19, 2016 3:31 PM  
**To:** writtentestimony  
**Subject:** King Street Project

I strongly suggest you rethink eliminating parking at King Street. You have already made it difficult for riders with cutbacks to the Blue Line and are now forcing those of us who access Metro to drive further to park. Between poor service and this measure, you will lose even more riders. Can Metro not come up with a more sensible plan to improve circulation without eliminating parking? I want to support Metro but this is a proposal to make it more difficult.

Thank you.

Ross B Simons  
[REDACTED]

Sent from my iPad



**Ashe, James A.**

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**From:** Tamra Dicus [REDACTED]  
**Sent:** Friday, September 16, 2016 4:27 PM  
**To:** writtentestimony  
**Subject:** King street metro

I would like to keep parking. Please do not eliminate short term parking as it serves the adjacent offices.

Sent from my iPhone